THE SHEFFIELD OMNIBUS ENTHUSIASTS SOCIETY

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SOCIETY NEWS

As we are still getting organised, we are sorry to tell you there will be no excursions this month. However, it is hoped to begin with our first excursion during October. Further details of this will be shown in next month's newssheet.

FLEET NEWS

A Manchester member has kindly informed us that the 219 trolleybus route(Manchester to Ashton via Guide Bridge) is to cease operation on 4th October 1964. This is one of the few remaining jointly operated trolley bus routes in the British Isles.

On August 3rd Chesterfield Corporation introduced a new series of Ultimate tickets as a result of a fares revision. The 2d and 6d fares did not change but new 3d's, 5d's and 7d's are used in red, brown, and cream respectively, together with "Transport Services" yellow 8d "Omnibus Ticket" green ½d Bell punch with red overprint.

Each month we hope to publish a short article on the services and vehicles operated by local independent operators. This month we hope to give the reader some idea of the independently operated routes into Scunthorpe.

Six independent operators run routes here, from the bus station J and P HORNSBY run Jointly with Lincolnshire Road Car-Co, and "Unique Coaches" on service 174 to Ashby. Hornsby's contribution is always an ex-London RTL (NLE 718 ex-RT 1444 or JXN 344 ex-RTL 23) attractively painted in blue and grey. A third well-known double decker operated by this firm on school services is ex-Sheffield 74 AEC/Roberts (KYJ 974). Until two years ago T.I.M. tickets were issued from an ex-Southdown machine, but now "Transport Services" Ultimates are used with the following price range: 2d,2½d,3½d, 4½d and 6d.

"Ubique Coaches" of Brigg make an occasional appearance on the service, usually on Sundays. Only one coach is operated, a Bedford (FFV 159) painted in brown. The Bell Punch ticket system is still in use. These two firms provide a delightful change to the usual Lodekkas on the service.

Also operating from the bus station are K. Williams ("Trent Motors") on their approximately hourly service to Keadby. Until recently four vehicles were used, the bus route being operated by a Bedford SB Duple, with another (KVT 808) of the same make being used at rush hours. The two more modern coaches, a Bedford SB/Yeates Europa (204 AFW) and a 1963 Bedford/Duple Belle Vega (763 DFU) are operated on private hire and the summer express service to Morecambe. However the service bus was seen a few months ago in the yard of Kirkby's at South Anston. All vehicles are painted in dark and light blue except KNT 808 which is cream and maroon. "Transport Services" Ultimate tickets are issued on the stage service.

Behind K. Williams in the bus station can often be seen one of the yellow and green coaches operated by Advance coaches of Swinefleet on their bus route to Goole. Second hand Bedford SB's mostly operate the route, but some of the older OB's are seen in busy periods. The Bell Punch system is used, mostly with "Omnibus Tickets" but the 2d,2½d and 3dfares carry the name "C.A.Whiteley," while the 1/6d fare, weekly tickets are issued carrying the Advance Coaches fleet name. Return Tickets, however, carry the fleet name "Yorks. and Lincs. Motor Services," the other title for this firm.

Walking down the main road eastwards, the Scunthorpe Church is reached, and the island on which it stands serves as a terminus for Daisy Bus Service and T. Everett's Coaches.

The Daisy Bus Service operate an approximately 2 hourly service to Brigg via Broughton. Fleet livery is red and cream except for the service bus which still carries its previous owner's colour of grey and cream. Until the beginning of this year an immediate post-war AEC Regal/Willowbrook (PFU 858) operated the service, but this has recently been withdrawn. Last year a Leyland/Harrington half-cab coach was purchased from Henry C. Cox, contractors of Wallasey, and this is now the most common vehicle on the route. About 14 coaches are owned, mostly S.B's, the latest being a Bedford VAL14/Plaxton. The Ultimate system is used with "Transport Services" Ultimates for all fares except 1/5d, which carries the Daisy Bus Fleet name.

Behind Daisy,T. Everett's service to Bishop Norton leaves. This is operated by Bedford OB/Duple coaches. The Bell Punch system is used, however the tickets have to be given back to the conductor on completion of the journey. Fleet livery is blue and cream.

It is hoped that this will be the shortest of all our newssheets, and are very sorry this is so. We are very grateful for any news sent in by members, especially that concerning independent operators.

Yours faithfully,

D. E. Vickers J Viddovson

Secretary Treasurer